Gold Line Corridor Study Final Report

Appendix B. Overview of the Context and Characteristics of Major Projects

This appendix provides a detailed overview of the station area context and details the history of projects for which interviews were conducted. This overview provides background and context for understanding the motivations, tensions and challenges for TODs discussed in Sections 2 of the report. The developments examined were located in the Union Station, Chinatown, and Lincoln Heights/Cypress Park areas in the City of Los Angeles, the Mission station area in the City of South Pasadena, and the Del Mar, and Sierra Madre Villa Station areas in the City of Pasadena. The following sections are organized by station area; descriptions of projects are included under their corresponding station area. Data for this overview were drawn from station area and project surveys, interviews, and internet research where indicated.

Union Station and Chinatown Station Area and Developments

Development near Union Station offers the unique advantage of being next to the county's major multimodal transit hub. The historic character of the area is enhanced by the Union Station building, the Postal Annex Building, and the pedestrian-oriented shops and restaurants on Olvera Street. Developments near the Chinatown station benefit from a vibrant commercial and pedestrian neighborhood. The Chinatown Redevelopment Project of the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) works to stimulate affordable housing in the area and has helped promote economic development including TOD.

Sources:

Interviews with planners and developers http://www.crala.org/internet-site/Projects/Chinatown/

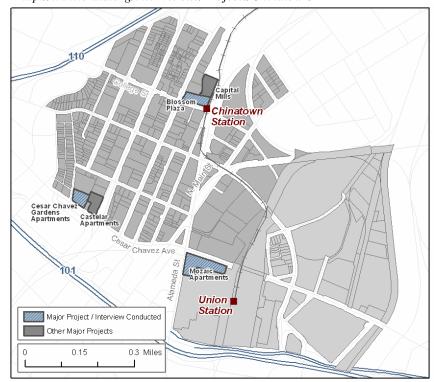


Figure B1. Major Projects, Union Station & Chinatown Station Areas



Figure B2. Union Station Area, Cesar Chavez Avenue facing Chinatown (the Mozaic project on the left)



Figure B3. Union Station Area, Cesar Chavez entrance to Olivera Street



Figure B4. Chinatown Station Area, pedestrian-oriented area

Mozaic Apartments 810 N. Alameda Street Los Angeles, CA 90012

The Mozaic Apartments project, originally called Axis Condos, is a four-story residential development with 272 residential units on the corner of Cesar Chavez Boulevard and Alameda Street, on the same block as Union Station. The Lincoln Property Company, which owns the project, started its construction in 2005 as an apartment complex. As the real estate market heated up, Standard Pacific made a deal with Lincoln to buy the project and sell the units as condos. The development was behind schedule in the first half of 2006, and Standard Pacific was having trouble attracting buyers for condo units with prices in the \$600,000 range. When the condos went on sale in 2006, only 41 units were sold. Citing delays which prohibited getting buyers into the building, a softening of the condo market, and the fact that they did not hold title on the land, Standard Pacific Corporation opted out of an agreement to buy the project in mid 2006. Sales were suspended in June and buyers were told they would be refunded their deposits.

Lincoln Property Company, the project's current owner, began leasing apartments in September, 2006. They are marketed and promoted as luxury apartment homes near the historic Union Station. The developer indicated that the building was designed to provide residents with easy access to and from Union Station and other nearby restaurants and amenities. The project was designed to take advantage of and to be consistent with the historic character of Union Station, the Postal Annex Building, and Olvera Street. Rather than copying the classic Spanish style of nearby historic structures, the developer chose a contemporary design which is consistent in color with nearby architecture. According to the developer, most exterior apartments were designed with many windows and views that would never be obstructed by future development.

The developer indicated that building the project immediately adjacent to Union Station presented challenges. The construction process and the delivery of building materials had to be carefully staged since space at the property is tight and relatively small, as is common in infill development. Building the subterranean parking structure presented challenges because a portion of the garage is above a train tunnel. The developer indicated that he appreciated the lack of inclusionary zoning requirements, which enhanced the development potential of the site.

Sources:

Interview with Developer

http://www.latimes.com/business/la-fi-downtown6sep06,1,5328069.story (Standard Pacific Abandons Downtown L.A. Condo Deal, Los Angeles Times, September 6, 2006)

http://www.latimes.com/business/la-fi-wilshire26jul26,1,4478375.story (Condos to Rise by Red Line, Los Angeles Times, July 26, 2006)

http://www.lincolnapts.com/communities/dsp_SearchResults.cfm?CommuID=1213&pageSubNavigationID=FeaturesServices

Developer: Lincoln Property Company

Architect: Don Getman, GMP Architects LA

Major Characteristics:

Development Size: 250,000 square feet

Dwelling Units Per Acre: 95

Residential Units: 272 (Rental)

Parking Spaces: 408



Figure B5. Mozaic and adjacent parking, from Union Station platform



Figure B6. Mozaic, from Cesar Chavez Avenue & Alameda Street

Blossom Plaza 900 N Broadway

Los Angeles, CA 90012

The Blossom Plaza development site is located immediately west of the Chinatown station on a 1.9-acre site which was formerly the location of Joe's Italian Restaurant. The site is comprised of six contiguous lots. Plans call for a "cultural plaza" to serve as a gateway connecting the community and shops from Broadway directly to the platform. Plans also call for a major expansion of the entrance to the Gold Line Station, which will connect it to DASH bus lines, bike paths, and the near-by park site, formerly known as the Cornfield. A proposed 7,000 square-foot cultural center was dropped from the plans despite community opposition, which argued that there is a need for a large, enclosed cultural center geared towards use by community groups rather than tourists and shoppers. However, the developer believed that such a center would not be cost effective.

The development is mixed-use and includes 169 residential condo units and about 25,000 square feet of retail space, 9,000 square feet of restaurant space, and 6,000 square feet of quick-serve dining space. The developer sought approval for residential units for over five years. Current plans call for two residential towers on College and Broadway streets. These will include studio, one bedroom and two bedroom units. An eight-story building facing Broadway will have ground-floor retail and be connected by a bridge to a seven-story building on College Street. Plans include a parking garage with 344 subterranean spaces, a number which was significantly reduced from the original plan for 600 parking spaces, due to funding shortfalls and geological problems. One hundred and sixty-nine spaces will be reserved for residents while 175 spaces will be for the general public.

The project took advantage of a 10% reduction in parking requirements because it is within 15 feet of a metro station. According to the developer, this was very important to make the project feasible because subterranean parking is very expensive. The project's proximity to the Gold Line as well as the vibrancy of Chinatown were important motivations for selecting the site.

This project has relied on partnerships from a number of agencies and organizations including CLA, CRA, MTA, DOT, and the Planning Department. In this context, many aspects took substantial time and negotiations, including the development agreement, entitlements, street downgrading and the terms for the purchase of the parking structure by the city. A representative from CRA indicated that although these organizations were not necessarily in conflict, they had their own rules and areas of concern.

In January, 2007, the Community Redevelopment Agency's board approved \$15.4 million for the project. The developer hopes to secure additional county and federal money including funds from the Metropolitan Transportation Authority (MTA). Councilman Ed Reyes has been an important advocate of this project because he believes that public, private and joint-venture developments like Blossom Plaza are essential for the revitalization of Chinatown.

Sources:

Interviews with the developer and representatives from CRA and MTA. http://www.ladowntownnews.com/articles/2007/01/22/news/news_briefs/at07.txt http://www.downtownnews.com/articles/2007/01/15/news/news02.txt http://www.cajaeir.com/portfolio/blossom.html http://www.crala.org/internet-site/Projects/Chinatown/

Developer: Bond Chinatown Ventures, LLC

Architect: Nakada & Associates

Major Characteristics:

Development Size: 405,000 square feet

Units Per Acre: 89

Residential Units: 169 ownership units (18 affordable to 60% AMI and 16 affordable at 150% AMI)

Retail Space: 40,000 square feet

Parking Spaces: 344

Project Status: Predevelopment



Figure B7. Conceptual Drawing of Cultural Plaza, Blossom Plaza, with station in background http://www.crala.org/internet-site/Projects/Chinatown/



Figure B8. Planned Site of Blossom Plaza, from Chinatown station

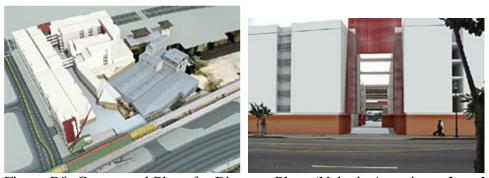


Figure B9. Conceptual Plans for Blossom Plaza (Nakada Associates, Inc., March 15, 2004)

Cesar Chavez Gardens Apartments

555 Cesar Chavez Los Angeles, CA 90012

The Cesar Chavez Gardens Apartments includes 47 affordable rental units geared towards seniors and families and was completed in 2002. Although proximity to the Gold Line was considered a plus for the project, the developer, the Little Tokyo Service Center (LTSC), indicated that other factors played a stronger role in site selection including its proximity to nearby shops and amenities. LTSC is not a regional developer but rather pursues development projects in Asian and Pacific Islander neighborhoods such as Little Tokyo, Chinatown, and the historic Filipino town. Given the high cost of land and gentrification trends, LTSC has a hard time identifying property to develop. Although they coordinated with the Chinatown Service Center in terms of planning and designing the project, LTSC took the lead on acquiring the property since they had a track record in terms of financing. The project involved a land exchange with the city, which was helped by the offices of former city councilman Mike Hernandez and his successor, councilman Ed Reyes. From the beginning, this project was conceived of as providing community amenities such as community meeting rooms and a childcare center. This project received a HUD Best Practices Award and a Local Initiatives Support Corporation Partner Award.

Sources:

Interview with developer http://www.ltsc.org/whatwedo/cedprograms/realestate.html#aa

<u>Developer</u>: Little Tokyo Service Center

Major Characteristics:

Development Size: 63,180 square feet

Dwelling Units Per Acre: 32

Residential Units: 47 rental, all affordable to 60% AMI

Parking Spaces: 52



Figure B10. Cesar Chavez Gardens Apartments, Cesar Chavez Avenue

Lincoln Heights/Cypress Park Station Area and Developments

Substantial development has been completed and is in progress in the Lincoln Heights/Cypress Park station area. The area southeast of the station, which has historically been largely industrial, has become the site for the five major residential developments discussed below.

Councilman Ed Reyes played a key role in promoting the Lincoln Heights area as a transit-friendly residential community, with a mix of rental and ownership housing. He explicitly required nonprofit involvement in development projects under the Avenue 26 Master Plan. The city has changed zoning in the area from M1 to CM1, which allows residential development. Development north of the Gold Line station is, however, severely limited due to the level of contamination from previous industrial uses. On the other hand, substantial development is underway southeast of the station.

Although the Fuller Lofts project is across the Interstate 5 from the station, it is accessible and within walking distance via the Humboldt Street Bridge. The project was initiated after the City of Los Angeles expanded its "adaptive reuse" ordinance in 2003 to include the neighborhood of Lincoln Heights. This ordinance relaxes building requirements with the goal of streamlining the conversion of older, vacant commercial buildings into residential units. Created in 1999, the ordinance is credited with fueling a downtown residential revival.

In 2004, AMCAL Multi-Housing Inc. bought the former Bassett Furniture Manufacturing Plant on Avenue 26th with plans to develop the 6.7-acre site into a residential area of 400 housing units with a strong emphasis on affordable rental and ownership units. The existing buildings, built in 1919 and 1978, were razed to make way for residential developments with affordable units including two rental developments geared towards families (Tesoro Del Valle and Flores Del Valle), an affordable senior housing complex (Camino Al Oro), and a condo development immediately adjacent to the Gold Line Station (Puerta Del Sol). The first three are comprised of 100% affordable units based on AMCAL's use of tax credits, and the Puerta Del Sol project is 30% affordable.

AMCAL was attracted to this site because there are few lots of this size available for development in Los Angeles and because the land was relatively cheap. Nonprofit developer Livable Places helped secure the entitlements. The city's "adaptive reuse" ordinance was also central in AMCAL's decision to develop in the area. The development, however, faced substantial obstacles because of the need for environmental remediation.

Sources:

Interview with developer

http://www.craiglawson.com/lincoln_heights.html (New Housing Use for Lincoln Heights Building, Los Angeles Times, December 22, 2003)

http://www.craiglawson.com/lincoln_heights.html (\$75 Million Mixed-Use Project Slated for Lincoln Heights, Los Angeles Business Journal, February 9, 2004

http://www.lacity.org/council/cd1/cd1press/cd1cd1press11429401_05052005.pdf; "Transit-Oriented Developments: Can Exceptional Projects Become the Norm in California?"

http://www.nhc.org/pdf/event_ca_pvaz_042706.pdf Presented at the National Housing Conference April 27, 2006 by Percy Vaz, President of AMCAL

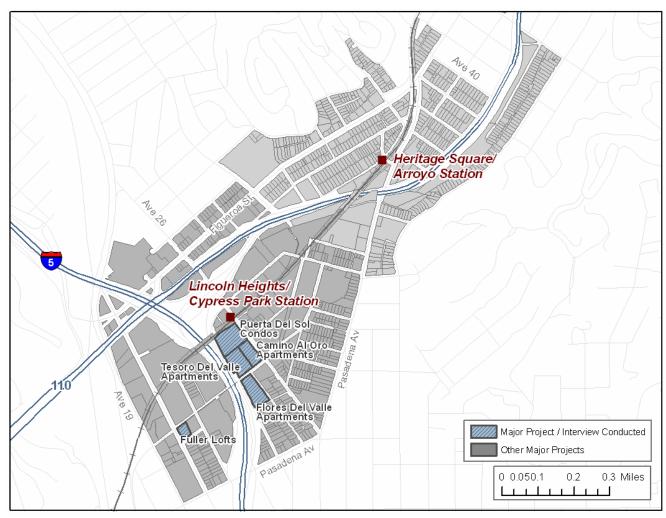
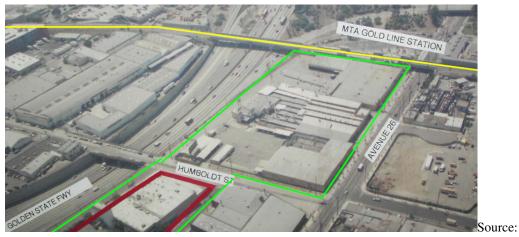


Figure B11. Major Projects, Lincoln Heights and Heritage Square Station Areas



Figure B12. Adjacent Industrial Uses, Lincoln Heights/Cypress Park Station Area, 2006



http://www.nhc.org/pdf/event_ca_pvaz_042706.pdf

Figure B13. Lincoln Heights/Cypress Park Station Area, Before 2003



Source: http://www.nhc.org/pdf/event_ca_pvaz_042706.pdf
Figure B14. Lincoln Heights/Cypress Park Station Area, During 2004



Source: http://www.nhc.org/pdf/event_ca_pvaz_042706.pdf

Figure B15. Lincoln Heights/Cypress Park Station Area, March, 2006

Camino Al Oro

330 N. Avenue 26 Los Angeles, CA 90031

Camino Al Oro Senior Apartments include 102 units of affordable senior housing for low- and very-low income seniors, including 81 one-bedroom apartments, and 21 two-bedroom apartments. The development has three stories of housing located over sub-surface parking.

Sources: http://www.tndwest.com/goldlinetods.html

Developer: Sean Hyatt, AMCAL Multi-Housing, Inc.

Architect: Van Tilburg, Banvard & Soderberg

Major Characteristics:

Development Size: 76,919 square feet

Dwelling Units Per Acre: 58

Residential Units: 102 rental, all senior housing and affordable to 60% AMI

Parking Spaces: 61



Sources: http://www.tndwest.com/goldlinetods.html

Figure B16. Camino Al Oro



Figure B17. Camino Al Oro



Flores Del Valle

222 N. Avenue 23

Los Angeles, CA 90031

The Flores Del Valle development includes affordable housing units for families in four residential levels, including two, three and four bedroom apartments. The development includes one level of subterranean parking.

Sources: http://www.tndwest.com/goldlinetods.html

Developer: Sean Hyatt, AMCAL Multi-Housing, Inc.

Major Characteristics:

Development Size: 110,100 square feet

Dwelling Units Per Acre: 58

Residential Units: 146 rental, all for large families and affordable to 60% AMI

Parking Spaces: 161

Project Status: Complete



Sources: http://www.tndwest.com/goldlinetods.html

Figure B19. Flores Del Valle



Sources: http://www.nhc.org/pdf/event_ca_pvaz_042706.pdf

Figure B20. Flores Del Valle

Fuller Lofts

200 N San Fernando Rd Los Angeles, CA 90031

The Fuller Lofts development represents an adaptive reuse of the 1920's era W.P. Fuller Paint Company Building, a 131,000 square foot cast-in-place concrete industrial building. The redevelopment and expansion of this four-story building will include mixed-income development and also 102 adaptive and new construction live/work units and lofts for sale. The design includes the installation of a light well from the roof to the basement in the middle of the structure, as well as the addition of a fifth story with 15 units, plus an additional 16 units and a parking structure adjacent to the building. Additional uses include 11,000 square feet of office space and a cafe. The ornamental concrete facade on San Fernando Road will be preserved and the lobby will be restored. Construction is targeted to be complete in summer 2007.

Sources:

Interview with developers

www.fullerlofts.com; http://www.craiglawson.com/lincoln_heights.html (New Housing Use for Lincoln Heights Building, Los Angeles Times, December 22, 2003)

Developer: Ryan Lehman, Livable Places

Architect: Larry Scarpa, Pugh + Scarpa Architecture

Major Characteristics:

Development Size: 142,000 square feet

Dwelling Units Per Acre: 92

Residential Units: 102 ownership (77 affordable to 120% AMI and 150% AMI)

Retail Space: 30,000 square feet

Parking Spaces: 140

Project Status: Construction



Source: www.fullerlofts.com Figure B21. Fuller Lofts



Source: www.fullerlofts.com Figure B22. Fuller Lofts

Puerta Del Sol

360 N. Avenue 26 Los Angeles, CA 90031

The Puerta Del Sol development is the closest of the AMCAL developments to the station. Initial plans had called for a direct connection with the station, which is not part of the final design. The project includes four residential units with 165 for-sale condominiums and subterranean parking. Units are positioned around a central courtyard and include 39 studios, 13 studio lofts, 15 live-work units, and 98 two and three bedroom units. Puerta del Sol includes two retail spaces on the Avenue 26 frontage. Fifty units will be reserved as affordable housing for moderate income households.

Sources:

www.Ave26.com

http://www.tndwest.com/goldlinetods.html

<u>Developer</u>: Sean Hyatt, AMCAL Multi-Housing, Inc.

Major Characteristics:

Development Size: 190,531 square feet

Dwelling Units Per Acre: 58

Residential Units: 165 ownership (50 affordable to 120% AMI and 150% AMI)

Retail Space: 14,000 square feet

Parking Spaces: 264



Figure B23. Puerta Del Sol under construction (Tesoro Del Valle and Camino Al Oro in the background)



ource: http://www.nhc.org/pdf/event_ca_pvaz_042706.pdf Figure B24. Puerta Del Sol, During construction.



Sources: http://www.tndwest.com/goldlinetods.html

Figure B25. Puerta Del Sol



Sources: www.Ave26.com; http://www.tndwest.com/goldlinetods.html

Figure B26. Puerta Del Sol

Tesoro Del Valle

2301 N. Humboldt Street Los Angeles, CA 90031

The Tesoro Del Valle Apartments is located directly behind Puerta del Sol and includes 121 affordable apartments geared towards families. This development has two, three, and four bedroom apartments surrounding a central courtyard with playground equipment.

Developer: Sean Hyatt, AMCAL Multi-Housing, Inc.

Major Characteristics:

Development Size: 138,568 square feet

Dwelling Units Per Acre: 58

Residential Units: 120 rental, all for large families, affordable to 60% AMI

Parking Spaces: 132

Project Status: Construction



Sources: http://www.tndwest.com/goldlinetods.html Figure B27. Tesoro Del Valle courtyard



Sources: http://www.nhc.org/pdf/event_ca_pvaz_042706.pdf

Figure B28. Tesoro Del Valle courtyard

Mission Station Area and Developments

The City of South Pasadena created an opportunity for TOD when it adopted the Mission Street Specific Plan, which explicitly anticipated the construction of the Gold Line. The plan stipulated that developers receive additional density entitlements for projects with a mix of uses and if they provided public parking for the rail station. Given the expense of subterranean parking, the city leveraged grant funds to ensure this public amenity in development adjacent to the station. The city provided about \$500,000, applied for state funds of about \$3.5 million, and received a grant from MTA to add about \$5 million of public funds to the Mission Meridian project.

There was substantial community opposition to the Gold Line and against large-scale development in the City of South Pasadena, which has a strong small town identity. The process of planning for the Mission Meridian development demonstrated that infill development in small communities can receive substantial public scrutiny and be difficult and multi-faceted. While the City was an active partner in promoting the development of TOD, it also had to remain sensitive to the concerns of local residents. Developers conducted a series of extensive public meetings to identify and discuss the community's concerns. Responding to resident concerns over noise, the Public Utilities Commission allowed for the reduction of train warning bells from lasting 90 seconds to only 30 seconds.

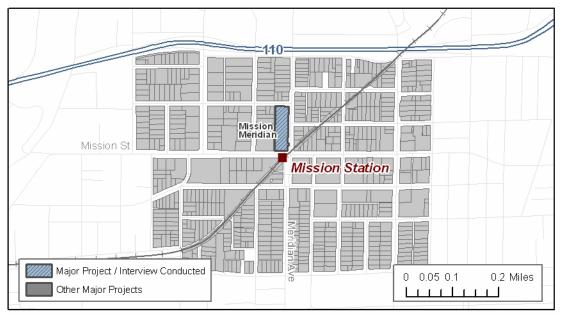


Figure B29. Major Projects, Mission Station Area

Mission Meridian

964 Mission Street South Pasadena, CA 91030

The Mission Meridian development is a mixed use development on Mission Street immediately across from the Gold Line station and is located between a traditional neighborhood with California bungalows and commercial uses along Mission Street. The development includes 67 ownership units in various building types including courtyard housing, single-family housing, duplexes and mixed-use lofts. The placement of buildings on the 1.65 acres reflects the architects' Moule-Polyzoides' utilization of "blended densities." Buildings are designed to support a range of densities with lower-density condos near the edge to better relate to the low-density character of the neighborhood. Three-level town homes front Meridian Avenue; other units open to an interior landscaped courtyard. In this way, the arrangement of the buildings differentiates the site in various ways. Building heights are carefully 'stepped down' as the development progresses from the commercial brick façade on Mission street, to multi-family housing with a traditional design, to single-family housing on the northern edge of the development, which is consistent in style with the bungalows to the north of the development.

Mission Meridian includes about 5,000 feet of retail space as well as a bicycle store and storage facility. The developer was able to assemble local retail tenants, a response to the concern of local residents to avoid chain stores. The development has two levels of subterranean parking for commuters, residents, and neighbors. The development is located within walking distance of a variety of coffee houses and small restaurants as well as art galleries, antique stores, a post office, library, and the city hall.

Sources:

http://www.tndwest.com/goldlinetods.html

http://www.mparchitects.com/projects/mission_meridian/index.html

<u>Developer</u>: Michael Dieden, Creative Housing Associates <u>Architect</u>: Stefanos Polyzoides, Moule & Polyzoides

Major Characteristics:

Development Size: 221,330 square feet

Dwelling Units Per Acre: 40

Residential Units: 67 ownership Retail Space: 5,000 square feet

Parking Spaces: 324 (150 parking spaces provided for the City of South Pasadena & MTA).





Figure B30. Mission Meridian



http://www.tndwest.com/goldlinetods.html; http://www.cnu.org/node/373

Figure B31. Gold Line train across from Mission Meridian



http://www.tndwest.com/goldlinetods.html Figure B32. Mission Meridian





Source http:://www.tndwest.com/goldlinetods.html

Figure B33. Mission Meridian, Lofts over retail & the Heirloom Bakery and Café

Del Mar Station Area and Developments

The Del Mar station area has undergone the most development activity of all station areas, and includes the most prominent TOD developments along the Gold Line corridor. Projects near the station have been able to take advantage of the strong real estate market and development potential, which the City of Pasadena experienced for many years prior to the construction of the Gold Line, and incentives established as part of the *Central District Specific Plan*. TOD projects have also benefited from increasingly mixed-use and vibrant neighborhoods in Pasadena and proximity to Old Town Pasadena, the city's historic downtown.



Figure B34. Major Projects, Del Mar Station Area

217 S. Marengo217 S. MarengoPasadena, CA 91105

This project includes 37 condos, including live/work units, over one level of subterranean parking with 40 spaces. The developer indicated that he faced community resistance to development, but he stressed to the city the importance of the project and its inclusion of affordable ownership units. Also, he reviewed his early designs with fifty nearby residents, which enabled him to educate them about the project, address their concerns where possible, and gather their input.

<u>Developer</u>: Mario Savvides, West Development Corp <u>Architect</u>: Don E. Empakeris, DE Architects, AIA

Major Characteristics:

Development Size: 22,000 square feet

Dwelling Units Per Acre: 106

Residential Units: 37 ownership, 6 affordable to 120% AMI.

Commercial Space: 1,100 square feet (live/work units)

Parking Spaces: 40

Project Status: Construction



Source: http://www.ci.pasadena.ca.us/planninganddevelopment/developmentprojects/marengo.asp Figure B35. 217 S. Marengo



Source: http://www.ci.pasadena.ca.us/planninganddevelopment/developmentprojects/marengo.asp Figure B36. 217 S. Marengo

Archstone Del Mar

198 S. Raymond Avenue Pasadena, CA 91105

Completed in 2006, the Archstone Del Mar development is one of the largest and most prominent TODs completed along the Gold Line. Previously known as the Central Market Mixed Use project, the development is a sizeable mixed use project built around and over the Del Mar station. The Gold Line runs through the middle of the project. Pedestrians accessing the station can cross the tracks through a narrow passageway near the center of the complex.

Archstone is a 4.2-acre development that includes 347 rental units, including one- and two-bedroom flats, one-bedroom studios and two-story town homes, and about 12,000 square feet of retail space. It is located on the southern edge of Pasadena's Old Town, across from Pasadena's Central Park, and has a variety of shops, restaurants, and theaters within walking distance. The development includes 1,200 subterranean parking spaces, half of which are reserved for tenants and half of which are reserved for transit riders. Archstone consists of four separate buildings and incorporates a variety of heights. Architects Moule & Polyzoides used a "blended densities" approach so that heights are "stepped down" from seven stories moving outward to three or four stories along Arroyo Parkway, Del Mar and Raymond Streets. This allows the development to be consistent with the scale of surrounding buildings and adjacent streets. A number of residences have individual entrances along Del Mar and Arroyo Parkway.

The development includes a restoration of the 8,000 square-foot Santa Fe Depot to house a restaurant at the station that will be separated from the tracks by a small plaza. In early 2007, plans were under way for a "Le Grande Orange" restaurant for the Depot which would include a wine bar, pizzeria, and café. The development has a network of plazas and paseos around the transit stop as well as private courtyards for each of the buildings.

The property is managed by Archstone-Smith, who bought it in 2005. They advertise proximity to restaurants and shops as well as to the opportunity to have "the Metro Gold Line station right at our community, you can easily zip to downtown L.A. in minutes and kiss your commute goodbye."

Sources:

Interviews with architect and developer http://www.tndwest.com/goldlinetods.html http://www.tndwest.com/oldtownpasadena.html http://www.mparchitects.com/projects/del_mar/

http://www.archstoneapartments.com/Apartments/California/Los_Angeles/Archstone_Del_Mar_Station/default.htm

<u>Developer</u>: Matthew Winsryg, Urban Partners, LLC <u>Architect</u>: Stefanos Polyzoides, Moule & Polyzoides

Major Characteristics:

Development Size: 484,458 square feet

Dwelling Units Per Acre: 81

Residential Units: 347 rental, 21 affordable to 60% AMI.

Retail Space: 12,000 square feet

Parking Spaces: 1,200 Project Status: Complete



Figure B37. Archstone, Del Mar station surrounded by the development



http://www.tndwest.com/oldtownpasadena.html

Figure B38. Archstone early courtyard design



http://www.mparchitects.com/projects/del_mar/

Figure B39. Archstone



http://www.archstoneapartments.com/Apartments/California/Los_Angeles/Archstone_Del_Mar_Station/default.htm Figure B40. Archstone



http://www.tndwest.com/goldlinetods.html

Figure B41. Archstone, construction June, 2006



http://www.tndwest.com/oldtownpasadena.html

Figure B42. Archstone



www.tndwest.com/oldtownpasadena.html

Figure B43. Archstone



http://www.tndwest.com/oldtownpasadena.html

Figure B44. Archstone, Historic Santa Fe Depot and interior courtyard

Bellevue Center

112 E. Bellevue Drive Pasadena, CA 91105

This 1.2-acre retail development on the corner of Arroyo Parkway and Bellevue Avenue will be the home of a two-story flagship Whole Foods Market over three levels of subterranean parking. It will incorporate portions of an historic 80-year-old warehouse and will use escalators that carry shopping carts to allow customers to move between the two floors. Completion is expected in October 2007. Although proximity to the Gold Line is mentioned in promotional materials, the developer noted that the Gold Line was not a major consideration in selecting the site. In contrast, the architect expressed the opinion that proximity to the line could be positive for the viability of retail.

Sources: http://www.tndwest.com/oldtownpasadena.html

Developer: Gordon Ekstrand, Bellevue Ventures, LLC

Architect: Rocky Shen, KTGY Group, Inc.

Major Characteristics:

Development Size: 240,000 square feet Retail Space: 77,000 square feet

Parking Spaces: 275

Project Status: Construction, expected completion October 2007



Source: http://www.ktgy.com/Pages/Portfolio/Retail/Operators.html

Figure B45. Bellevue Center



http://www.tndwest.com/oldtownpasadena.html

Figure B46. Bellevue Center



http://www.tndwest.com/oldtownpasadena.html (January, 2007)

Figure B47. Bellevue Center

Messina

65 W. Dayton Street Pasadena, CA 91105

Messina is a four story development with three upper residential floors and a ground level with retail and/or office space. It includes one-bedroom apartments of about 650 square feet and two-bedroom apartments of about 950 square feet. The developer noted he was motivated by the area's vibrancy and urban amenities to select this site. He also suggested that even residents who drive to work during the week can walk to restaurants and destinations on Colorado Street on the weekends.

Sources:

 $http://www.ci.pasadena.ca.us/planning and development/development projects/messina.asp \\ http://www.tndwest.com/oldtownpasadena.html$

<u>Developer</u>: Allen Freeman, JSM Messina Construction

<u>Architect</u>: DE Architects <u>Major Characteristics</u>:

Development Size: 37,342 square feet

Dwelling Units Per Acre: 110

Residential Units: 45 rental, 5 affordable to 60% AMI.

Retail Space: 14,384 square feet

Parking Spaces: 151



http://www.tndwest.com/oldtownpasadena.html

Figure B48. Messina

Palermo

22 W. Green Street Pasadena, CA 91105

The Palmero is a four story development with three stories residential above ground floor retail, including Room Service Furniture.

Source: http://www.tndwest.com/oldtownpasadena.html

<u>Developer</u>: Allen Freeman, JSM Construction

Major Characteristics:

Development Size: 18,560 square feet

Dwelling Units Per Acre: 115

Residential Units: 49 rental, 5 affordable to 60% AMI.

Retail Space: 8,356 square feet

Parking Spaces: 164



http://www.tndwest.com/oldtownpasadena.html

Figure B49. Palmero

Westgate Pasadena

134 Valley Street Pasadena, CA 91105

This project on the western edge of the Del Mar station area is the largest near the Del Mar station and covers more than two city blocks along Pasadena Avenue, encompassing an area of nearly 12 acres. The site had been involved in plans for a new campus for Ambassador College West, but after those plans did not materialize it was sold to the development company Sares-Regis.

This is predominantly a residential development with about 24,000 square feet of retail space which may include a sit-down restaurant, convenience store, coffee shop, and dry cleaner. Current plans call for a total of 820 residential units; 480 will be rental and 340 will be owner units. Over 100 units will be reserved for lower income residents. Development designs include over 1,600 underground parking spaces for residents and retail customers.

The northernmost block of the development will have two levels of residential units and over 15,000 square feet of ground floor retail fronting Green Street. This retail will be contiguous with the ground floor retail of the adjacent *Delacey at Green* mixed-use development. This block of *Westgate Pasadena* includes 88 condos for sale and 327 parking spaces. Designs for the middle block of the development include a small plaza surrounded by retail on the ground floor of the adjacent corner buildings. This block will have thirteen buildings with heights of 3-5 stories, and will contain 252 condos with 492 parking spaces. The southernmost third block will include eleven buildings with 480 units and no retail space. All of the blocks will be organized into two halves separated by an east-west pedestrian walkway.

Developer interviews indicated that design emphasis will be placed on pedestrian traffic and an "outward" design that links the development to the community. Towards this end, site design is meant to encourage pedestrian circulation and traffic towards De Lacey Avenue, Old Town Pasadena, and the Gold Line station. The design will also utilize significant amounts of open space (about 1.5 acres) and a variety of building heights, densities, and setbacks. The developer had six months of interaction with community and city representatives to ensure that the development is consistent with the specific plans for the area. The developer has agreed to provide streetscape enhancements such as benches, trash containers, and a transit kiosk.

Sources:

http://www.westgatepasadena.com/ http://www.tndwest.com/oldtownpasadena.html

Developer: Brigg Bunker, Sares Regis Group

Major Characteristics:

Development Size: 1,018,578

Dwelling Units Per Acre: 60

Residential Units: 480 rental (92 affordable to 60% AMI)

340 ownership (15 affordable to 150% AMI)

Retail Space: 24,000 square feet

Parking Spaces: 1,683

Project Status: Predevelopment





Source: http://www.westgatepasadena.com/ Figure B50. Westgate Pasadena



http://www.tndwest.com/oldtownpasadena.html Figure B51. Westgate Pasadena

Sierra Madre Villa Station Area and Developments

The Sierra Madre Villa station on the eastern edge of Pasadena is the terminus of the Gold Line, although future extensions are planning to expand the line further east. The station platform is centered in the 210 freeway right of way, and is connected to a parking structure managed by the MTA through a pedestrian corridor over the west-bound lanes. There is a substantial amount of retail, restaurant and office space north of the station on Foothill, some of which is built as big-box retail.

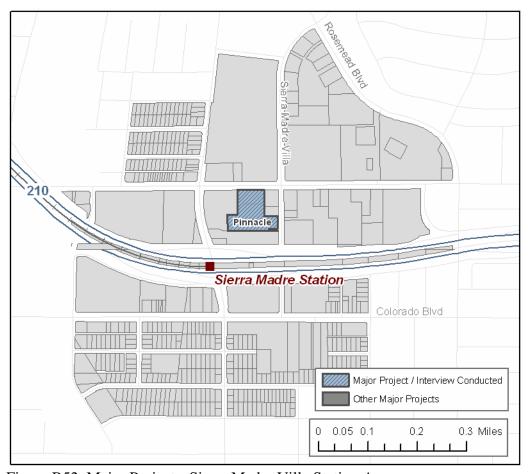


Figure B52. Major Projects, Sierra Madre Villa Station Area



Figure B53 Sierra Madre Villa Station Area



Figure B54 Sierra Madre Villa Station Area

Pinnacle

3360 East Foothill Blvd Pasadena, CA 91107

The Pinnacle development located adjacent to the Sierra Madre Villa Gold Line station is a four-level residential building with rental units and a two-level parking structure (one parking level is partially subterranean). The development preserves the historic Stuart Pharmaceutical building and landscaping, which required special coordination during the project planning phases. The developer stressed the desirability of the site in terms of its proximity to high quality retail, grocery stores, and restaurants on Foothill.

Developer: David Powers, SMV/BRE Partners LLC

Major Characteristics:

Development Size: 264,360 square feet

Dwelling Units Per Acre: 49

Residential Units: 188 rental, 12 affordable to 60% AMI.

Parking Spaces: 296

Project Status: Construction



Source: http://www.ci.pasadena.ca.us/planninganddevelopment/developmentprojects/plwtc.asp

Figure B55. Pinnacle



Figure B56. Pinnacle construction and adjacent Gold Line parking structure with pedestrian connector